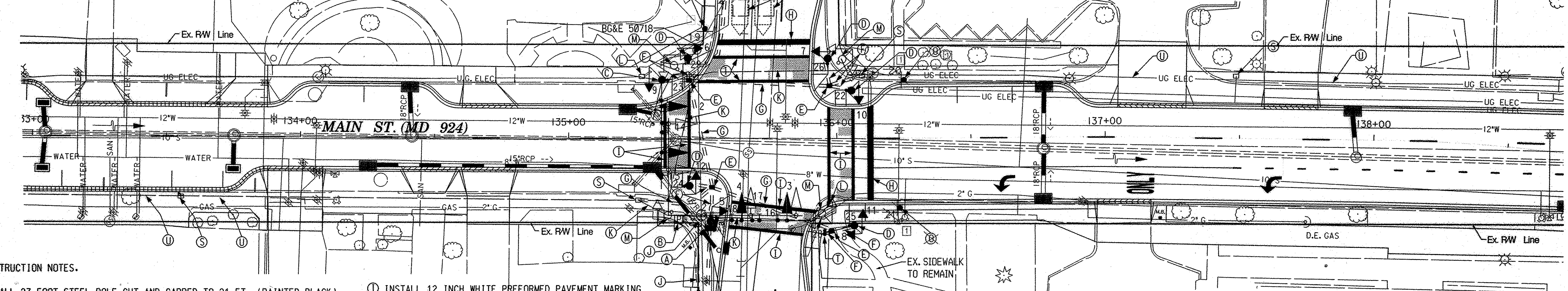


NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

MD 924 IS ASSUMED TO RUN IN A EAST/WEST DIRECTION



CONSTRUCTION NOTES.

- A INSTALL 27 FOOT STEEL POLE CUT AND CAPPED TO 21 FT. (PAINTED BLACK) WITH 38 FOOT MAST ARM (PAINTED BLACK). LED BLACK FACED SIGNAL HEADS, 16" LED BLACK FACED COUNTDOWN PEDESTRIAN SIGNAL HEADS, VIDEO DETECTION CAMERA AND NEMA PHASE 5 STRETCH POLE MOUNTED CABINET AND CONTROLLER. (NOTE: TWO 3 INCH PVC 90 DEGREE CONDUIT BEND AND ONE 2 INCH 90 DEGREE CONDUIT BEND).
- B INSTALL SERVICE PEDESTAL.
- C INSTALL 27 FOOT STEEL POLE (PAINTED BLACK) WITH 38 FOOT MAST ARM (PAINTED BLACK). LED BLACK FACED SIGNAL HEADS, 16" LED BLACK FACED COUNTDOWN PEDESTRIAN SIGNAL HEADS, 10 FOOT STREET LIGHTING ARM (PAINTED BLACK) WITH 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE (NOTE: ONE 3 INCH PVC 90 DEGREE CONDUIT BEND).
- D INSTALL 10 FOOT BREAKAWAY PEDESTAL POLE (PAINTED BLACK) WITH PUSH BUTTONS AND R10-4(1) SIGNS, 16" LED BLACK FACED COUNTDOWN SIGNAL HEADS. (NOTE: ONE 3 IN. PVC 90 DEGREE CONDUIT BEND).
- E INSTALL ELECTRICAL HAND HOLE.
- F INSTALL 3 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED.
- G INSTALL 4 INCH SCHEDULE 80 PVC CONDUIT - SLOTTED.
- H INSTALL 24 INCH WHITE PREFORMED PAVEMENT MARKING (STOP LINE).
- I INSTALL 12 INCH WHITE PREFORMED PAVEMENT MARKING (CROSS WALK).
- J INSTALL 4 IN SCHEDULE 80 PVC CONDUIT - TRENCHED.
- K ABANDON EXISTING CONDUIT.
- L REMOVE EXISTING ELECTRICAL HAND HOLE.
- M REMOVE EXISTING SIGNAL POLE, SIGNAL HEADS AND EQUIPMENT. REMOVE EXISTING FOUNDATION TO A MINIMUM OF TWO FEET BELOW FINISHED GRADE.
- N VIDEO DETECTION ZONE.
- O INSTALL GROUND MOUNTED SIGN.
- P INSTALL 2" STUB, 1 FOOT OUT FROM BASE OF POLE FOR POWER FEED ON EXISTING POWER POLE.
- Q INSTALL 6' x 6' LOOP DETECTOR
- R REMOVE EXISTING LOOP DETECTOR
- S EXISTING HANDHOLE TO REMAIN
- T INSTALL 10 FT. PEDESTAL POLE (PAINTED BLACK) CUT AND CAPPED TO AT LEAST 5 FT. WITH PUSH BUTTON AND R10-4(1) SIGN (NOTE: ONE 3 INCH PVC 90 DEGREE CONDUIT BEND).
- U EXISTING CONDUIT TO REMAIN.
- V INSTALL 2 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED CAP AND MARK CONDUIT 2 FEET ABOVE GRADE AT UTILITY POLE FOR USE BY VERIZON FORCES.
- W INSTALL 1 INCH ELECTRICAL CONDUIT GALVANIZED SLEEVE

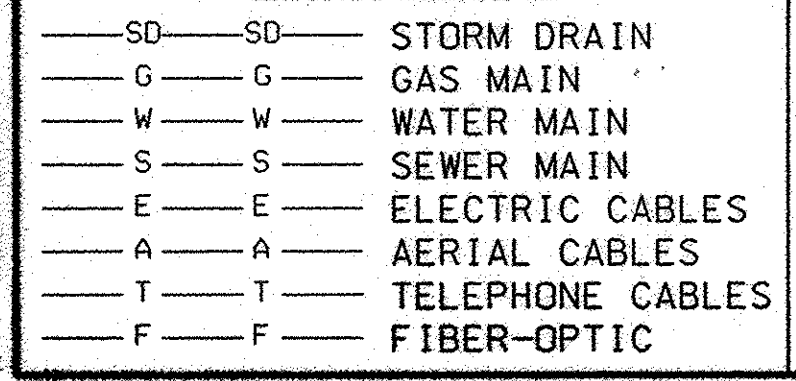
1. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
2. THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
3. PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
4. SEE PAVEMENT MARKING SHEET FOR ADDITIONAL STRIPING.
5. STREET NAMES AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY FOR WHICH THEY APPLY.
6. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED TO AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
7. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
8. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60"X 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
9. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
10. PUSHBUTTONS ARE TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
11. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
12. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.

GENERAL NOTES

GEOMETRIC LEGEND



UTILITY LEGEND



**JMT**

**JOHNSON, MIRMIRAN & THOMPSON**

Engineering A Brighter Future®

72 Loveton Circle Baltimore, Maryland 21152-0949

APPROVALS	REVISIONS
TEAM LEADER	9-1-2007 H1865184 RECONSTRUCT SIGNAL DUE TO GEOM CHANGES
ASST. DIR. CHIEF	CGM
DIVISION CHIEF	6-5-00 ASBUILT FOR RED LIGHT CAMERA
OFFICE DIRECTOR	RRZ
	12-1997 REPLACE INTERCONNECT CABLE
	DMP

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION

**MD 924 (MAIN ST.) STREETScape IMPROVEMENTS**  
**FROM MD 22 (FULFORD AVE.) TO GORDON ST.**  
**(DESIGN BUILD) MD 924 (MAIN ST) @ CHURCHVILLE RD**

**MD 924 (MAIN ST) @ CHURCHVILLE RD.**

SCALE 1" = 20' DATE CONTRACT NO.

DESIGNED BY H. KILAN COUNTY HARFORD

DRAWN BY LOGMILE 12002200.06

CHECKED BY T.I.M.S. NO. G-985

F.A.P. NO. TOD NO. 1911N

DRAWING NO. TS - 03 OF 14 SHEET NO. 4 OF 15

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